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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

INFORMATION REPORT

CONFIDENTIAL

CD NO.

COUNTRY	USSR (Moscow Oblast)	DATE DISTR.	19 May 1950
SUBJECT	Observations in the Northern Section of Aircraft Engine Plant No. 45 in Moscow	NO. OF PAGES	3
PLACE ACQUIRED	25X1A [redacted]	NO. OF ENCLS. (LISTED BELOW)	1
DATE OF INFO.	[redacted] 25X1X	SUPPLEMENT TO REPORT NO.	25X1A [redacted]

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[redacted]

1. Location:

See Reference Reports *.

2. Installations:

See Annex.

3. Designation:

Plant No 45.

4. Work force:

Five thousand Soviets in each of the three shifts (status of August 1948).

5. Miscellaneous observations (the figures in brackets refer to the corresponding items of the attached Annex):

a. The test stands (8) were not in operation. Reconstruction work was being done in the northwestern corner (8) from May to August 1947. Some in-line engines were lying about there. A test stand for jet engines was put into operation in the northwestern corner in mid-1948.

b. A U-shaped conveyor belt with six work places for the assembly of jet engines was observed in the assembly hall (9). At the end of the belt a drop-like body about 25 cm in diameter and 50 cm long was installed in the jet engine.

25X1A

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[redacted] 25X1A

c. The same in-line engines as observed near (8) were observed in the small reassembly department between (7) and (9). According to Soviets they were to be fitted in IL-2 aircraft.

d. The test stands (11) have existed since 1946 but only one was in operation.

All the test stands were completed by the summer of 1948 (the cables were laid to the transformer station and windscreen sheets were installed). The test stands were then put in operation. Steel flasks were seen in front of the test stands. According to Soviet workers they were filled with compressed air for starting the jet engines. [redacted] being laid from a steel flask to a jet engine. 25X1A

e. Five other test stands (14), each housed in a small building, were called "engine bays".

Small radial engines such as used for trainers were seen there up to July 1947 but no activities were observed after that. Soviet workers were dismantling equipment.

f. A test stand for jet engines consisting of four branches from which the engine was suspended, was installed in building (15). The testing of engines was begun there in August/September 1947.

6. Production:

a. Radial engines, the production of which was suspended in mid-1947, were manufactured in the last phase of the war.

b. An 0-series of jet engines was begun in early 1946. Source stated that quantity production was presumably begun in mid-1947.

c. [redacted] two types of jet engines are produced, one of them being started by compressed air the other by a two-stroke motor. This, allegedly, constituted the only difference between the two engines. 25X1X

d. Description of the jet engine:

Cigar-shaped, four to six meters long, maximum diameter in the middle, about one meter, air intake 30 to 50 cm in diameter.

e. Rate of production in early 1949:

[redacted] 25X1A

(1) According to a Soviet worker it took three days to build one jet engine. Since six jet engines were being worked on at a time in the assembly hall, this would indicate a production of two jet engines per 24 hours.

(2) One jet engine was shipped from the assembly hall every third day. If this was the output of one shift it would mean the production of one jet engine every day.

f. The tested jet engines were mostly trucked away.

7. Power supply:

No details available.

8. Security:

The plant was surrounded by a board fence and guarded by sentries.

9. Construction projects:

A 60 x 40 x 6 meter pit was excavated north of the transformer station (13) in 1946. In 1947 source saw boilers there, six to eight meters long and two meters in diameter, and assumed that a fuel dump was to be installed at this place.

25X1A [redacted] Comment:

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d. Plant No. 45 in Moscow is one of the main production centers for jet engines. Its present output is estimated at about 300 per month.

1 Annex: Aircraft Engine Plant No 45 in Moscow.

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